7. Gudur-Replacement of lever frames.
8. Krishna Canal-Route Relay Interlocking.
9. Nidadavolu Jn.-Replacement of signalling gears with panel interlocking end panels.
10. Balharshah-Kazipet-Replacement of point gears (9 stations).
11. Kazipet-Vijayawada-Gudur-2nd distant signal on Radhani route.
12. Balharshah-Kazipet-Secunderabad-Wadi- Guntakal -Gooty-2nd distant signals on Radhani route.
13. Dornakal Jn.-Replacement of lever frames & points with route relay interlocking.
14. Dornakal-Manuguru FM to FM track circuiting (6 stations).
15. Kazipet-Vijayawade-Replacement of lever frame & points (4 stations)
16. Kazipet-Vijayawada-Centralised electrical operation of points and signals (9 stations).
17. Kazipet Balharshah Replacement of lever frames with centralised operation of points and signals (9 stations).
18. Balharshah-Kazipet-Replacement of lever frames (3 stations).
19. Secunderabad-Replacement of signalling gears and lever frames by Route Relay Interlocking.
20. Kazipet-Kondapalli-Selective replacement of point gears (13 stations)
21. Miraj-Londa-Axle Counter on loop lines (14 stations).

II. The following works were sanctioned in SCR as New Works during 1997-98.

1. Vijayawada-Gudivada-Bhimavaram-Nidadavolu-Replacement of levers (15 stations).
2. Guntur-Krishna Canal-Replacement of lever frames and other signalling gears (3 stations).
3. Dornakal-Bhadrachalam Road-Replacement of lever frames and other signalling gears (5 stations).
4. Pune-Miraj-FM to BSL track circuiting (34 stations).
5. Hubli-Hospet-Track circuiting of reception lines (14 stations).

Derailment of trains in Kerala

2002. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the derailment has become a regular affair in Kerala;

(b) how many accidents including derailment happened in Kerala for the last three years; and

(c) the steps taken to ensure the railway safety?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) and (b) Statistics of train accidents and related information are maintained railway zone-wise and not State-wise. The number of consequential train accidents on Southern Railway during 1994-95, 1995-96 and 1996-97 was 62, 52 and 40 respectivley. Out of these, derailments during the respective years were 31, 35 and 29.

(c) Some of the steps taken to prevent darailments are as under:

(i) Upgradation of track structure on planned basis by replacing earlier rails of 90R by heavier rails of 52 Kg and 60Kg.

(ii) Use of PRC sleepers with elastic fastenings as replacement for wooden and steel sleepers on trunk routes and main line sections.

(iii) Conversion of single rails and short welded 3-rail panels into long welded and continuously welded rail panesls by welding

and removal of fish plated joints.

(iv) Mechanisation of track maintenance by use of tie tamping and ballast cleaning machines and use of ultrasonic flaw detectors for detction of hidden flaws in rails.

(v) Regular patrolling of track by gangmen.

(vi) Improvement in condition of rolling stock by replacement of conventional 4-wheeler wagons with brass bearings by 8-wheeler wagons with roller bearings.

(vii) Replacement of wagons having old vacuum brake system by new generation wagons having air-braked system.

(viii) Ultrasonic testing equipments have been provided at ROH depots for timely detection of cracks in the axles.

(ix) Retionalisation of examination pattern of goods and coaching trains.

(x) Increased emphasis on training of staff.

शाहगंज तथा मऊ जंक्शन के बीच चलने वाली रेलगाड़ियां

2003. **श्री ईश दत्त यादव:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि शाहगंज और मऊ जंक्शन के बीच बड़ी रेल लाइन के उद्घाटन हो जाने के बावजूद अभी तक इस रेल मार्ग पर लंबी दूरी की कोई नई रेलगाड़ी शुरू नहीं की गई है;

(ख) यदि हां, तो इसके क्या कारण हैं;

(ग) शाहगंज और मऊ जंक्शन के बीच नई रेलगाड़ियां कब तक चलाई जाएंगी; और

(घ) तत्संबंधी ब्यौरा क्या है?

रेल मंत्री (श्री राम विलास पासवान): (क) से (घ) अगस्त 97 से 4649/4650 दिल्ली-दरभंगा सरयू यमुना (सप्ताह में तीन दिन) एक्सप्रेस तथा 9165/9166 अहमदाबाद-मुजफ्फरपुर साबरमती (सप्ताह में तीन दिन) एक्सप्रेस को मऊ-शाहगंज के रास्ते चलाया जाएगा जो इस खण्ड से दिल्ली, लखनऊ तथा अहमदाबाद के लिए सीधी यात्रा सुविधा मुहैया कराएगी।

Taranga Hills-Mehsana railway line

2004. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Taranga Hills-Mehsana railway line was closed with the commencement of conversion work of New Delhi-Ahmedabad line from MG to BG;

(b) whether it is also a fact that this line has not been opened even after the completion of conversion work of Delhi-Ahmedabad line so far;

(c) if so, the reasons therefor; and

(d) how much more time it will take to restart the Taranga-Mehsana rail line?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) and (b) **Yes, Sir.**

(c) Services could not be restored due to extensive damages caused to the railway track in the recent floods.

(d) It will take about two months time to restore the line.

रेल यात्रा की बजाए सड़क यात्रा को प्राथमिकता दिया जाना

2005. **श्री नागमणि:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या इस तथ्य के बावजूद कि रेल यात्रा सस्ती और पर्यावरणानुकूल होती है लोगों द्वारा रेलों से यात्रा करने के बजाय सड़क द्वारा यात्रा को प्राथमिकता दिये जाने के कारणों का पता लगाने के लिए कोई अध्ययन किया गया है अथवा समिति गठित की गई है; और

(ख) ऐसी प्राथमिकताएं दिए जाने के क्या कारण है?